

# Notice No.1

## Rules and Regulations for the Classification of Special Service Craft, July 2021

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: November 2021

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Part 3, Chapter 5, Sections 6 & 7	1 January 2022	N/A
Part 6, Chapter 5, Section 2	1 January 2022	N/A
Part 7, Chapter 5, Section 2	1 January 2022	N/A
Part 8, Chapter 5, Section 2	1 January 2022	N/A

## Part 3, Chapter 5

### Anchoring and Mooring Equipment

#### ■ Section 6

##### Anchor cable

#### 6.7 Cable stopping and release arrangements

**Table 5.6.3 Allowable stresses in windlass and chain stopper supporting structure**

	Permissible stress N/mm <sup>2</sup>
<p>(a) For strength assessment by means of beam theory or grillage analysis (see Note 1):</p> <p>Normal stress (<del>see Note 1</del>)</p> <p>Shear stress</p> <p><del>Combined Stress (see Note 2)</del> Von Mises stress</p>	<p>1,00 <math>\sigma_0</math></p> <p>0,58 0,60 <math>\sigma_0</math></p> <p>1,00 <math>\sigma_0</math></p>
<p>(b) For strength assessment by means of finite element analysis (see Note 2):</p> <p>Von Mises stress</p>	<p>1,00 <math>\sigma_0</math></p>
Symbols	
$\sigma_0$ = specified minimum yield stress, N/mm <sup>2</sup>	
<p><b>Note 1</b> Normal stress is defined as the sum of bending and axial stresses. The shear stress to be considered corresponds to the shear stress acting perpendicular to the normal stress. No stress concentration factors are to be taken into account.</p> <p><b>Note 2</b> <del>Combined stress refers to equivalent von Mises stress.</del> For strength assessment by means of finite element analysis, the mesh is to be fine enough to represent the geometry as realistically as possible. The aspect ratios of elements are not to exceed 3. Girders are to be modelled using shell or plane stress elements. Symmetric girder flanges may be modelled by beam or truss elements. The element height of girder webs must not exceed one-third of the web height. In way of small openings in girder webs, the web thickness is to be reduced to an appropriate mean thickness over the web height. Large openings are to be modelled. Stiffeners may be modelled using shell or plane stress elements. The mesh size of stiffeners is to be fine enough to obtain proper bending stress. If flat bars are modelled using shell or plane stress elements, then dummy rod elements are to be modelled at the free edge of the flat bars and the stresses of the dummy elements are to be evaluated. Stresses are to be read from the centre of the individual element. For shell elements the stresses are to be evaluated at the mid plane of the element.</p>	

#### ■ Section 7

##### Mooring ropes and towlines

#### 7.1 Mooring ropes

7.1.1 Craft under 90 m in length are to be equipped with mooring ropes in accordance with [Table 5.7.1 Towlines and mooring lines](#). It is the Owner and designer's responsibility to ensure the adequacy of the mooring equipment including mooring ropes. The [Table 5.7.1 Towlines and mooring lines](#) provides minimum recommendations. The adequacy of minimum recommended mooring lines in this sub-section needs to be verified based on assessments carried out for the individual mooring arrangement, expected shore-side mooring facilities and design environmental conditions for the berth.

## Part 6

### Chapter 5

### Special Features

#### ■ Section 2

#### Special features

##### 2.6 Lifting appliances and associated support arrangements

2.6.1 Where a vessel has been assigned a special features class notation associated with lifting appliances, the applicable lifting appliances are to be built in accordance with the requirements of LR's [Code for Lifting Appliances in a Marine Environment](#).

2.6.2 It is the responsibility of the designer to ensure that the ship is suitable for the intended lifting appliance operations. Particular attention is drawn to ships or units which have:

- (a) been assigned the class notation **LA**; or
- (b) heavy lift cranes (or lifting appliances) installed (see [Ch 4, 1.2 Lifting appliances and crane types 1.2.1 \(k\)](#) of the [Code for Lifting Appliances in a Marine Environment](#)).

*Existing paragraphs 2.6.1 to 2.6.9 have been renumbered 2.6.3 to 2.6.11.*

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## Part 8

### Chapter 5

### Special Features

#### ■ Section 2

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